

**Amendments to the Specification**

**Please replace paragraph [0009] of the Specification with the following:**

**[0009]** The foregoing and other objects of the invention together with the advantages thereof over the known art which will become apparent from the detailed specification which follows are attained by a fan shroud aspirator for use with a pre-cleaner having an aspirator port, the fan shroud being disposed between a fan and a cooling module, comprising: ~~a passage~~ an air duct in a surface of the fan shroud, the ~~passage~~ air duct communicating between a ~~portal nozzle~~ and an aperture provided in the fan shroud proximal to the fan, the pre-cleaner being mounted to the fan shroud such that the aspirator port is in direct communication with the passage via the ~~portal nozzle~~; whereby a vacuum necessary for proper aspiration of the pre-cleaner is provided by an air flow induced by the fan through the ~~passage~~ air duct.

**Please replace paragraph [0010] of the Specification with the following:**

**[0010]** In general, a fan shroud having an integrated aspirator is provided comprising ~~an upper~~ a first section and a ~~lower~~ second section. The ~~upper~~ first section and ~~lower~~ second section are designed to mateably engage one another so as to form an air passage between a fan and a cooling module of a vehicle. The ~~upper~~ first section of the shroud includes an air duct formed by a channel in the shroud and a similar channel in a duct cover, so that when the duct cover is mated to the ~~upper~~ first section of the shroud ~~a passage~~ an air duct is created. A first end of the ~~passage~~ air duct terminates at an aperture disposed in an end of shroud situated proximal to the fan. A second end of the ~~passage~~ air duct curves upwardly to a nozzle provided on the top side of the duct cover. A pre-cleaner unit having an air intake and an air exhaust is aspirated through an aspirator port. When the pre-cleaner is mounted to the shroud, the aspirator port is disposed in the nozzle of the duct cover. The aspirator port is thus in communication with the air duct and the shroud aperture. The vacuum necessary for proper aspiration of the pre-cleaner is provided by air movement, induced by the fan, between the air intake of the pre-

cleaner and the shroud aperture via the aspirator port and air duct. Because the pre-cleaner is fitted directly to the air duct, no additional aspirator hoses or clamps are necessary and considerable space is conserved under the vehicle hood.

**Please replace paragraph [0016] of the Specification with the following:**

**[0016]** With reference now to the drawings it can be seen that a fan shroud having an integrated aspirator according to the invention is designated generally by the numeral 10. As shown the fan shroud 10 is comprised of an ~~upper~~ a first section 12 and a ~~lower~~ second section 14 and is preferably formed of a thermoplastic or thermoset material in an appropriate conventional molding process. The ~~upper~~ first section 12 and the ~~lower~~ second section 14 are designed to mateably engage one another at mating flanges 16 so as to form an air passage between a fan and a cooling module of the vehicle. Accordingly, a first end 18 of the shroud 10 is adapted for disposal proximal to the cooling module (not shown) while a second end 20 is adapted for disposal proximal to the fan 22. Thus air is drawn through the radiator by the fan 22. As is perhaps best illustrated in Figs. 2 and 3 the ~~upper~~ first section 12 of the shroud 10 includes an air duct generally indicated by the numeral 24. The air duct 24 is comprised of a molded channel 26 formed in the ~~upper~~ first section 12 of the shroud 10 and by a similar channel 28 formed in a duct cover 30. The channels 26 and 28 each have a semi-circular cross section so that when the duct cover 30 is mated to the ~~upper~~ first section 12 of the shroud 10 a cross-sectionally circular passage (air duct) is formed. A first end 32 of the channel 26 terminates at an aperture 34 disposed in the second end 20 of the shroud 10. For reasons which will become apparent as the description continues the aperture 34 is situated proximal to the fan 22. A second end 36 of the channel 26 curves upwardly to a terminus roughly midway between the first end 18 and the second end 20 of the shroud 10. The duct cover 30 includes a pair of flanges 38 disposed on either side of the channel 28 for purposes of fastening the cover 30 to like mating surfaces 40 on either side of the channel 26. Fastener apertures 42 are provided in both the duct cover flanges 38 and the mating surfaces 40 for purposes of securing the cover 30 to the shroud 10 with appropriate fasteners. A first end 44 of the channel 28 terminates at an end of the duct cover 30 such that the circular aperture 34 through the shroud

10 is completed. A nozzle 46 is provided on the top side of the duct cover 30 which communicates with the second end 48 of the channel 28 at the area where the channel 26 of the ~~upper~~ first section 12 curves upwardly as previously described. Thus when the duct cover 30 is in place the air duct 24 comprises a continuous cross-sectionally circular passage between the aperture 34 proximal to the fan and the upwardly disposed nozzle 46 of the duct cover 30.

**Please replace paragraph [0018] of the Specification with the following:**

[0018] A pair of pre-cleaner mounting bosses 58 are provided on the ~~upper~~ first section 12 of the shroud 10 as shown. The mounting bosses 58 correspond to mounting tabs 60 provided on the pre-cleaner housing. Thus the pre-cleaner 50 is mounted to the shroud 10 by way of appropriate fasteners. When the mounting tabs 60 are aligned with the mounting bosses 58 the aspirator port 54 is positioned such that it is slidably disposed in the nozzle 46 of the duct cover 30. Accordingly, the aspirator port 54 is in communication with the air duct 24 and the shroud aperture 34. As should now be apparent the vacuum necessary for proper aspiration of the pre-cleaner 50 is provided by air movement, induced by the fan 22, between the air intake 52 of the pre-cleaner 50 and the shroud aperture 34 via the aspirator port 54 and the air duct 24. Because the pre-cleaner 50 is fitted directly to the air duct 24 of the shroud 10 no additional aspirator hoses or clamps are necessary and considerable space is conserved under the vehicle hood.

**Please replace the Abstract of the Disclosure with the following:**

A fan shroud having an integrated aspirator is provided comprising ~~an upper~~ a first section and a ~~lower~~ second section. The ~~upper~~ first section and ~~lower~~ second section are designed to mateably engage one another so as to form an air passage between a fan and a cooling module of a vehicle. The ~~upper~~ first section of the shroud includes an air duct formed by a channel in the shroud and a similar channel in a duct cover, so that when the duct cover is mated to the ~~upper~~ first section of the shroud ~~a passage~~ an air duct is created. A first end of the ~~passage~~ air duct terminates at an aperture disposed in an end of shroud situated proximal to the fan.

A second end of the ~~passage~~ air duct curves upwardly to a nozzle provided on the top side of the duct cover. A pre-cleaner unit having an air intake and an air exhaust is aspirated through an aspirator port. When the pre-cleaner is mounted to the shroud, the aspirator port is disposed in the nozzle of the duct cover. The aspirator port is thus in communication with the air duct and the shroud aperture. The vacuum necessary for proper aspiration of the pre-cleaner is provided by air movement, induced by the fan, between the air intake of the pre-cleaner and the shroud aperture via the aspirator port and air duct. Because the pre-cleaner is fitted directly to the air duct, no additional aspirator hoses or clamps are necessary and considerable space is conserved under the vehicle hood.